

SMSgt (Ret.) Rob Rosenberger

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Subject: Trevor A. Hammond ** William T. Hefley ** Leonard W. Hegland ** Kenneth B. Hobson ** Bruce K. Holloway ** James W. Hopp ** Wilber Howard ** Charles J. Lilley ** Clinton W. Howard ** John D. Howe ** William T. Hudnell

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Biography



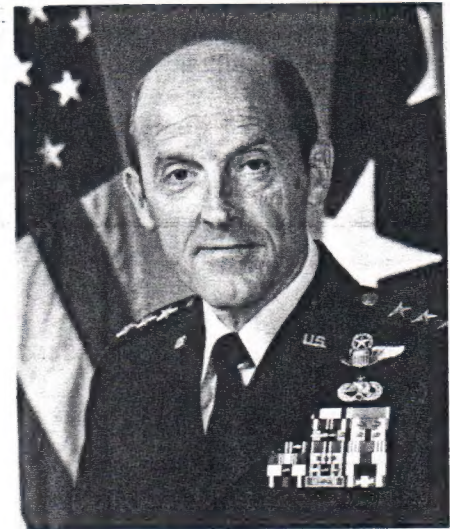
United States Air Force

Secretary of the Air Force, Office of Public Affairs, Washington, D.C. 20330-1000

LIEUTENANT GENERAL TREVOR A. HAMMOND

Lieutenant General Trevor A. Hammond is vice commander, Air Force Logistics Command, Wright-Patterson Air Force Base, Ohio. AFLC provides logistics resources necessary to keep Air force units and weapons systems in a state of readiness, and to sustain their operations in peace, war and contingencies. The command carries out this mission through five air logistics centers and 10 specialized centers, and has approximately 90,000 airmen, officers and civilian employees around the world.

General Hammond was born July 6, 1937. A native of Hartford, Conn., he graduated from East Hartford (Conn.) High School. He earned a bachelor of science degree in business administration from St. Mary's University in 1968 and a master's degree in business administration from the University of Utah in 1973. He completed Squadron Officer School in 1964, National War College in 1978, the Management Program for Executives at the University of Pittsburgh in 1981 and the program for senior managers in government at the John F. Kennedy School of Government, Harvard University, in 1990.



Enlisting in the Air Force in October 1955, the general attained the rank of staff sergeant while serving as an air traffic controller. He subsequently attended Officer Candidate School and was commissioned as a second lieutenant in 1961. After completing pilot training at Vance Air Force Base, Okla., he was presented the Orville and Wilbur Wright Flying Achievement Award by the Order of Daedalians. He served as an instructor with Air Training Command at Mather Air Force Base, Calif., until 1965, when he was assigned to the Instrument Pilot Instructor School, Randolph Air Force Base, Texas. While there he served as a member of the Instrument Standardization Branch, and authored and co-authored numerous manuals on instrument flying, including the Air Force Manual of Instrument Flying.

The general began RF-4 training at Mountain Home Air Force Base, Idaho, in June 1969. In January 1970 he was assigned to the 14th Tactical Reconnaissance Squadron, Udorn Royal Thai Air Force Base, Thailand, where he flew 172 combat missions and served as a member of the initial "Fast FAC" forward air controller cadre.

In December 1970 he transferred to the 32nd Tactical Reconnaissance Squadron, Royal Air Force Station Alconbury, England, where he served as an instructor pilot, flight commander and operations officer. Transferring to Headquarters 3rd Air Force at Royal Air Force Station Mildenhall, England, General Hammond served as director of air traffic operations from August 1973 to October 1974. He then was assigned to Headquarters U.S. Air Force, Washington, D.C., as a member of the Europe-North Atlantic Treaty Organization Plans and Policy Division within the Directorate of Plans. While there he was extensively involved in Greek, Turkish and Spanish base right negotiations, and Mutual Balanced Force Reduction negotiations. In May 1976 he became executive officer to the director of plans.

After graduation from the National War College in July 1978, the general took command of the 380th Combat Support Group, Plattsburgh Air Force Base, N.Y. In October 1979 he was assigned as deputy commander for operations with the 380th Bombardment Wing at Plattsburgh.

(Current as of January 1991)

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General Hammond transferred to Pease Air Force Base, N.H., in July 1981, as vice commander of the 509th Bombardment Wing and assumed command of the wing in December 1981. Under his command, the 509th won both the Fairchild Bombing Trophy and the Saunders Tanker Trophy.

He was awarded the Moller Award as the 1982 Outstanding Wing Commander for Strategic Air Command. In May 1983 he was appointed vice commander of the Sacramento Air Logistics Center, McClellan Air Force Base, Calif. The general became deputy chief of staff for information systems, Air Force Logistics Command headquarters, and commander, Logistics Management Systems Center, Wright-Patterson Air Force Base, in August 1985. In July 1987 he became chief of staff at Air Force Logistics Command headquarters. He returned to McClellan Air Force Base in September 1988 as commander of the Sacramento Air Logistics Center. During his tenure, the center won the federal Quality Institute's prestigious Quality Improvement Prototype Award, one of only two organizations in the entire federal government selected for the award in 1990. He assumed his present command in December 1990.

The general is a command pilot with more than 5,000 flying hours in T-33, T-37, T-38 and T-39. His military awards and decorations include the Distinguished Service Medal, Legion of Merit, Distinguished Flying Cross, Meritorious Service Medal with two oak leaf clusters, Air Medal with 12 oak leaf clusters, and Air Force Commendation Medal with two oak leaf clusters.

He was promoted to lieutenant general January 1, 1991, with same date of rank.

General Hammond is married to the former Mary Clemento of East Hartford, Conn. They have two daughters, Susan Mary and Jennifer Lynn.

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News Release



United States Air Force

**SACRAMENTO AIR LOGISTICS CENTER
MEDIA RELATIONS BRANCH**

**OFFICE OF PUBLIC AFFAIRS
(916) 643-6127 / 6128**

**McCLELLAN AFB, CA 95652 - 5990
AUTOVON 633-6127**

GENERAL GREER TO RETIRE
GENERAL HAMMOND RETURNS TO MCCLELLAN

Sep 6, 88

Hammond

ASSIGNMENT EDITORS: General Greer's Change of Command ceremony is set for 9:30 a.m. Sep 16. The ceremony will be very colorful, with a military band, parade, troop formations and color guard presentation.

Media will be met at Gate 1 at 8:45 a.m. Please call Linda Trogdon at 643-6127.

McClellan AFB--Maj. Gen. Trevor A. Hammond will assume command of Sacramento Air Logistics Center at McClellan AFB during a Change of Command ceremony to be held here on Friday, Sept 16, at 9:30 a.m. He replaces Maj. Gen. Lee V. Greer, who is retiring.

General Greer, a native of Georgia, is completing a 31-year military career, and has commanded the Sacramento ALC since August 1985. During the latter stages of his career, the general has mostly been associated with logistics, with many high-level assignments in the Air Force Logistics Command since 1978, including service here as the ALC vice commander from June 1982 to June 1983.

The general is well known in the local community for his active community involvement, and is associated with many organizations. He recently was elected Chairman of the Board of Directors for the American Red Cross' Sacramento Area Chapter.

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GREER TO RETIRE, HAMMOND RETURNS/2-2-2

The assignment to McClellan as ALC commander will be a homecoming of sorts for General Hammond who is currently serving as Air Force Logistic Command's chief of staff at Wright-Patterson AFB, Ohio. The general served here as ALC vice commander from June 1983 until August 1985. In his 33 years of active military service, the general has gained experience on both the enlisted and officer side of the Air Force.

General Hammond enlisted in the Air Force in October 1955 and worked as an air traffic controller. After achieving the rank of staff sergeant, he attended Officer Candidate School. He was commissioned as a second lieutenant in 1961. After completing pilot training, he went on to his first assignment as an instructor with the Air Training Command at Mather AFB, Calif.

Among the many highlights of the general's career was a tour of duty in Washington D.C., as a member of the Europe-North Atlantic Treaty Organization Plans and Policy Division within the Directorate of Plans. During this assignment, he was extensively involved in Greek, Turkish and Spanish base rights negotiations, and Mutual Balanced Force Reduction negotiations.

The general also served as vice commander, then commander, of the 509th Bombardment Wing, Pease AFB, N.H. While under his command, the wing won both the Fairchild Bombing Trophy and the Saunders Tanker Trophy. The general also earned the Moller Award as the Outstanding Wing Commander for Strategic Air Command in 1982.

Following the general's two-year assignment as ALC vice commander here, he traveled to Air Force Logistics Command headquarters, Wright-Patterson AFB, Ohio, where he became deputy chief of staff for information systems. He became AFLC chief of staff in July 1987.

end



HAMMOND

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May Gen. 1864 A. Hammond

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INFORMATION SERVICES OFFICE
McClellan Air Force Base
McClellan, California

BRIGADIER GENERAL WILLIAM T. HEFLEY, USAF

William T. Hefley was born in Cameron, Texas, April 24, 1906. After graduating from high school at Cameron, he attended Texas Agricultural and Mechanical College for a year, and in July, 1924, entered the US Military Academy at West Point, N.Y. He was graduated from the Academy and commissioned a second lieutenant in the Corps of Engineers June 9, 1928.

General Hefley's first assignment was with the New Orleans, La. River District. In Sept., 1929, he was transferred to the Eighth Engineer Battalion at Fort McIntosh, Texas.

In July, 1931, he began flying training and upon graduation from primary and advanced flying schools at Brooks, Randolph and Kelly Fields in Texas, was rated a pilot and transferred to the Air Corps in July, 1932. He then was assigned to the Eighth Observation Group at Brooks Field, Texas. In Sept., 1935, he entered the Air Corps Technical School at Chanute Field, Ill., and upon completion of the airplane maintenance engineering-~~armament~~ course in June, 1936, was assigned as pilot for the assistant chief of the Field Service Section at Wright Field, Ohio. In Nov., 1939, he was appointed executive to the chief of the Field Service Section, which had been moved to Wash., D.C.

General Hefley was named chief of staff of the Third Air Service Area Command at Atlanta, Ga., in July, 1942. The following February he was transferred to Air Service Command headquarters at Patterson Field, Ohio, as assistant chief of the Maintenance Control Section, and in July, 1943, became assistant chief of the Maintenance Division there.

In February, 1944, General Hefley went overseas to become deputy commander of the Eighth Air Force Service Command in England. He returned to the US in Sept., 1945, and two months later became deputy chief of the Maintenance Division at Wright Field, Ohio. In Aug., 1946, he entered the National

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War College at Washington, D.C. and upon graduation the following June returned to Wright Field as executive for technical operations in the office of the deputy commanding general of Air Materiel Command. In October, 1947, he again became deputy chief of the Maintenance Division there.

General Hefley was appointed Director of Maintenance of the Oklahoma City Air Materiel Area at Tinker Air Force Base, Oklahoma, in July, 1948, and in November, 1949, became deputy commander of the Oklahoma City Air Materiel Area. In April, 1950, he went to Eglin Air Force Base, Fla., to become chief of staff of Air Task Group 3.4, which conducted atomic experiments at Eniwetok, Marianas Islands, April and May, 1951.

In Aug, 1951 he was appointed Special Assistant to the Commanding General of Air Materiel Command at Wright-Patterson AFB, Ohio, a month later became acting deputy to the commanding general for operations.

He was named assistant to the commanding general for plans, programs and requirements in October, 1951. He was assistant deputy commanding general, AMC from Aug., 1952 to July, 1953. In July he became special assistant to the commanding general at the Sacramento Air Materiel Area at McClellan AFB, Calif. Aug. 1, 1953 he was named deputy commander at SMAMA and on June 1, 1954 became commander.

General Hefley was awarded the Legion of Merit, Bronze Star Medal and Army Commendation Ribbon.

He is married and has one child.

PROMOTIONS

He was promoted to permanent first lieutenant Dec 1, 1933; to temporary captain Apr 20, 1935. He reverted to permanent first lieutenant Aug. 30, 1935, and was promoted to permanent captain June 9, 1938; to temporary major Jan 31, 1941; to temporary lieutenant colonel Jan. 5, 1942; to temporary colonel Mar 1, 1942; to permanent major June 9, 1945; to permanent colonel Apr 2, 1948; to temporary brigadier general July 28, 1951 with date of rank from July 2, 1951.

MAJ GEN WILLIAM T. HEFLEY

Probably the most controversial figure to serve as SMAMA Commander was Maj Gen William T. Hefley who completed his tour of duty at McClellan at the close of fiscal year 1956.

General Hefley's career was singular inasmuch as the entire span of his military service since graduation from West Point in 1928 had been in the logistic support field. He had spent much of that time right in Dayton, Ohio, the home base for Air Force Materiel control. Although General Hefley was a command pilot, he never saw combat duty, and only once did he draw an overseas assignment. This one occasion was on 1945 when he served briefly as deputy commander of the 8th Air Service Command in England.

In spite of lack of variety, or perhaps, because of it, General Hefley's career pointed steadily upward toward topside leadership in the Ohio Materiel Command. Each of his assignments seemed to be designed to prepare him for still greater responsibility. His last assignment at AMC headquarters was near the top of the ladder--Assistant Deputy Commander under Gen Edwin W. Rawlings.

Hefley came to Sacramento as a one-star general in July 1953, ostensibly to serve as Deputy to SMAMA's Commander, Maj Gen Arthur W. Vanaman. This assignment was not the set-back it appeared on the surface to be for General Vanaman's retirement was near and it was common knowledge that Hefley was Vanaman's heir apparent. As a matter of fact, General Hefley took the helm as SMAMA Commander on 1 June 1954, less than a year after his arrival in Sacramento. During the weeks immediately preceding Vanaman's retirement, General Hefley, of necessity, had assumed an increasing measure of command responsibility.

There was no rejoicing when word of Hefley's assignment reached Sacramento. SMAMA management personnel, civilian and military alike, knew that this man was Rawling's fair haired boy. They knew too that General Hefley's nickname, "Spike" was well-earned and reflected the pile driving technique which he employed to win his ends. In short, the people at SMAMA were scared, and that state of apprehension continued unabated so long as Hefley remained at McClellan.

This was a shrewd aggressive man who planned big and was intolerant of anything less than top performance. Unfortunately, many of his subordinates lacked the drive he possessed and were prone to pass the buck or move leisurely along familiar well-worn paths. General Hefley had no patience with such people. Frequently he was actually ruthless in ridding his staff of deadwood. A cool manner and a somewhat patronizing note of sarcasm in his voice did not add to Spike Hefley's popularity at Sacramento.

Nevertheless, so far as achievements were concerned, the period during which General Hefley served as SMAMA Commander was one of the most outstanding in the Command's history. This tour of duty occurred in a time of great achievement and change for the entire Air Materiel Command. Four significant trends were apparent at SMAMA and throughout the rest of AMC. The first trend was decentralization of AMC authority and responsibility to the AMA's and depots. The second was a switch of logistic support emphasis to the entire weapons system rather than its component parts. Thirdly, AMC and its components were developing and implementing numerous new systems of management control. Finally, automation of certain accounting and communication operations was in progress.

General Hefley, while still stationed at AMC headquarters, took an active part in the initiation and support of such measures. Creation of assistant for

Programming Offices was a management improvement ~~weapon~~ systems emphasis program that was largely Hefley's doing. Upon coming to Sacramento, he was able to observe and guide in the field the programs which he helped start at headquarters.

Then, too, and under his leadership, SMAMA continued in its role of development laboratory for various management control systems. In addition to the Maintenance Management Project which had its inception earlier, SMAMA led the way in developing a similar program (Grass Roots Improvement Program) for Supply Directorate and a logistic early warning system to insure timely AMA support action during emergencies.

*Incomplete rough draft
Prepared by B. A. Olson, historian,
Nov '56.*

*Details on projects accomplished
during General Hefley's
tour of duty at SMAMA
will be found in the
Semiannual and Special
Historical Studies.*

MAJOR GENERAL WILLIAM T. HEFLEY
Commander, Sacramento Air Materiel Area
McClellan Air Force Base, McClellan, California

William T. Hefley graduated from the United States Military Academy at West Point, New York, in 1928. He became a rated pilot and transferred to the Air Corps in 1932. In 1942 he was named chief of staff for the Third Air Service Area Command at Atlanta, Georgia. He served an overseas tour in England as deputy commander of the Eighth Air Force Service Command in 1944 and 45. He was Director of Maintenance of the Oklahoma City Air Materiel Command at Tinker Air Force Base in 1948 and later was appointed deputy commander there. In 1950 he went to Eglin Air Force Base in Florida where he acted as chief of staff of Air Task Group 3.4, which conducted atomic experiments at Eniwetok in the Marianas in 1951. After serving in various capacities at Air Materiel Command Headquarters in Dayton, Ohio, he was named deputy commander of the Sacramento Air Materiel Area at McClellan. He became commander on June 1, 1954, and his date of rank as Major General is 1 January 1951. His decorations include the Legion of Merit, Bronze Star, and Army Commendation Ribbon.

Sacramento Air Materiel Area was only a part of the larger picture, but it, more than many of its contemporaries, served as proving ground for new logistic theory and systems of management control. Many of these new programs had their inception before the outset of Fiscal Year 1956, the period covered by this history. Nevertheless, the unusual significance of the entire era upon SMAMA history justifies a brief recap of this time concerning developments and accomplishments realized by the local command thus far in this decade of progress.

In just the three years of General Hefley's tour of duty at McClellan the AMC policy of decentralization had expanded to the point where AMA Commanders were in a position to wield greater power than any of their predecessors. They had gained almost complete authority over the operational level organization of their commands and their control over AMA funds and personnel resources increased materially.

During the same time, under the Lead Air Materiel Area (LAMA) Concept, SMAMA had been able to assume vital leadership among the AMA's for world-wide management of Lockheed and North American weapon systems.

A new trend in management emphasis became apparent during these years. This was the tendency to gear AMA operations around the support of entire weapon systems rather than around their component parts. This trend was most readily apparent in the organization structure. One of the earliest and most significant examples of organization geared to the weapon system concept was establishment of an Assistant for Programming Office at each AMA. Key men in the Programming Office served as logistic officers to coordinate all of the Command's support efforts for each prime commodity and weapon system. The trend was also apparent in the SMAMA Supply and

INFORMATION SERVICES OFFICE
Sacramento Air Materiel Area
McClellan Air Force Base

FOR RELEASE WEDNESDAY 30 MAY 1954

Major General William T Hefley, commander of the Sacramento Air Materiel Area, McClellan Air Force Base will go to Wiesbaden, Germany, this summer to assume command of the Air Materiel Force European Area. He will be succeeded by Major General George E Price, director of Requirements in the Office of the Deputy Chief of Staff for Development at Headquarters United States Air Force.

General Hefley came to McClellan from Wright Patterson Air Force Base, Ohio, where he was Assistant Deputy Command ^{ing} General ~~General~~ of the Air Materiel Command. He was Deputy commander of SMAMA from July 1953 until June 1954 when he assumed command from Major General Arthur W. Vanaman. That same year General Hefley was promoted to the rank of Major General with date of rank January 1951.

Since his arrival in Sacramento, General Hefley has been prominent in many civic affairs. He has long been an active member of the Kiwanis and presently heads its Public Service committee. Last year he served as ^{chair} ~~co-chairman~~ of the Government and Education division of the United Crusade with Lt Gov. Harold J. Powers. This year he is executive vice-president of the Crusade.

As senior ranking officer in the Sacramento area, he has been reviewing officer for most of the parades involving military participants, and two years ago delivered the major address for Independence Day at the Oak Park celebration.

Under his command the Sacramento Air Materiel area has been the focal point for many advances in management. The Maintenance Management System, to name but one of the advancements in management begun at McClellan under General Hefley's guidance, has become so successful it is now being adopted at all other Air Materiel Areas in the command.

General Hefley graduated from the United States Military Academy at West Point 1928. He became a rated pilot and transferred to the Air Corps in 1932. In 1945

(MORE)



Maj Gen William T. Hefley

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Hefley

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Biography

United States Air Force

OFFICE OF PUBLIC AFFAIRS, SACRAMENTO AIR LOGISTICS CENTER
McCLELLAN AFB, CA 95852 643-6127/6128

BRIGADIER GENERAL LEONARD W. HEGLAND

Brigadier General Leonard W. Hegland is mobilization assistant to the commander, Sacramento Air Logistics Center, McClellan Air Force Base, California.

General Hegland was born February 13, 1931 in Tacoma, Washington. He graduated from high school in Burien, Washington in 1949. He attended Whitman College in Walla Walla, Washington and California State University, Sacramento, where he graduated with a bachelor of arts degree. He has a Masters of Science degree in Business Administration from the same university.

He has also attended and completed courses at several service schools, including the Air Command and Staff Course, the Armed Forces Staff College Seminar, and the Industrial College of the Armed Forces.

General Hegland entered the military service in October 1952, went into the aviation cadet program in 1953, and was commissioned a second lieutenant in March 1954. He was awarded aircraft observer wings at Mather AFB in September of that year, and was then assigned as a navigator instructor at Mather until his separation from active duty in April 1958.

He then received a reserve assignment with the 314th Troop Carrier Squadron, McClellan AFB. Over the next 11 years he served as navigator, instructor navigator, flight check navigator, and flight commander. During this period his unit flew C-46, C-119, and C-124 aircraft. In October 1962 he was recalled to active duty during the Cuban missile crisis.

He held several subsequent reserve assignments with the 940th Tactical Airlift Group at McClellan, serving as deputy commander for logistics and later assistant to the commander when the unit was redesignated the 940th Air Refueling Group and relocated to Mather AFB. In May 1977 he was assigned to Headquarters Fourth Air Force at McClellan as director of operations plans, and took on his present assignment in April 1980.

A master navigator, General Hegland's decorations include the Meritorious Service Medal, the Air Force Commendation Medal, the Combat Readiness Medal, and the National Defense Service Medal with one oak leaf cluster.

In his civilian capacity, General Hegland serves as president and chief executive officer of Data-Factors Corporation and chairman of the board of Pacific Factors Corporation.

Current as of April 1982

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His civic affiliations include the Air Force Association, the Sacramento Metropolitan Chamber of Commerce, the National Federation of Independent Business, the Sacramento Civil Military Forum, the Reserve Officers Association, and the Comstock Club.

He was promoted to the rank of brigadier general April 5, 1982, with the same date of rank.

General Hegland is married to the former Diane C. Hovey of Sacramento, and they have two children -- Suzanny and Craig.



NEWS RELEASE

UNITED STATES AIR FORCE

Office of Public Affairs, Sacramento Air Logistics Center, McClellan AFB CA 643-6127/8

PREPARED BY: Office of Public Affairs April 15, 1980 NO: 43-80

LEONARD HEGLAND SELECTED AS LOGISTICS CENTER'S RESERVE MOBILIZATION ASSISTANT

Leonard W. Hegland, a colonel in the United States Air Force Reserve, has been selected as the reserve mobilization assistant to the Sacramento Air Logistics Center (ALC) commander, Major General Dewey K. K. Lowe. The center is headquartered at McClellan AFB. Prior to this assignment Hegland was the director for Operations Plans for Headquarters Fourth Air Force (Reserve) at McClellan.

Hegland, a Carmichael resident, is president of Data Factors Corporation and chairman of the board of directors for Pacific Factors Corporation, both Sacramento firms.

He replaces James W. Taylor, a Sacramento realtor and a reserve brigadier general, who has been reassigned as mobilization assistant to the vice commander of the Air Force Logistics Command at Wright-Patterson AFB, Ohio.

As mobilization assistant, Hegland will serve as the focal point for the Air Force Reserve programs and its personnel within the ALC, and act as a bridge between the military and the civilian community; making the public aware of the Air Force mission. The Office of Reserve Forces, which he heads, also manages the mobilization augmentees assigned to the ALC.



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KEEPING USAF WEAPON SYSTEMS AT GO!



Leonard W. Hugland

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RETURN TO AIR FORCE Historical Research Agency Maxwell AFB, AL 36112-6424	
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Lt. General Kenneth B. Hobson

Vice Commander
Air Force Logistics Command
(1 August 1961--)

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PERSONAL FACT SHEET

A. Personal Data

1. Born - June 1, 1908, Mt Carmel, Ill.; father - Frederick; mother - Mary E. A. Hobson.
2. Married - Oct 26, 1933; wife - Janet Balis Hobson; children - Kenneth B. Jr. and Julie.
3. Hometown: Ashland, Oregon.

B. Education

1. Graduate Ashland High School, Ore., 1925.
2. Attended University of Oregon, 1926 - 1927.
3. Attended Southern Oregon Normal School, 1927 - 1928.
4. Graduate U.S. Military Academy, 1932.
5. Graduate Primary and Advanced Flying School, Kelly Fld., Tex., 1933.
6. Graduate Air War College, Maxwell AFB, Ala., 1948.

C. Service Dates

1. July 1928 - June 1932 Cadet, U.S. Military Academy.
2. June 1932 - Nov 1933 Flying Schools, Kelly Fld., Tex.
3. Nov 1933 - Feb 1937 Squadron duties, 73rd Pursuit Sq., March Fld., Calif.
4. Feb 1937 - May 1939 Squadron duties, 80th Service Sq., Albrook Fld., Panama Canal Zone.
5. May 1939 - Apr 1940 Hospitalized, Fitzsimons General Hospital, Denver, Colo.
6. Apr 1940 - May 1941 Squadron duties, 22nd Bombardment Sq., Hamilton Fld., Calif., and Fort Douglas, Utah.
7. May 1941 - Aug 1942 Commander, 22nd Bombardment Sq., Southwest Pacific Theater (Java, Netherlands East Indies and Australia).
8. Sept 1942 - June 1943 A-3 & later Chief of Staff, Hq. 5th Bomb Command, Southwest Pacific.
9. June 1943 - Dec 1945 Staff Officer, Operations Div., War Dept. Gen. Staff, Wash., D.C.
10. Dec 1945 - Jan 1946 Staff Officer, Legislative and Liaison Div., War Dept. Gen. Staff, Wash., D.C.
11. Jan 1946 - July 1947 Chief, Table of Organization & Equipment Br. AC/AS3, Orgn. Div., and later Division Chief, Organization Div., Hq. AAF, Wash., D.C.
12. July 1947 - June 1948 Student, Air War College, Maxwell AFB, Ala.
13. June 1948 - Nov 1948 Chief, Plans & Programs, Hq. SAC, Andrews AFB, Md.
14. Nov 1948 - Sept 1949 Chief, Programs Sec., Dir. of Plans, SAC, Offutt AFB, Nebr.

15. Sept 1949 - June 1951 Deputy Director of Plans, SAC, Offutt AFB, Nebr.
16. June 1951 - Jan 1952 Commander, 92nd Bomb Wing, Fairchild AFB, Wash.
17. Feb 1952 - June 1953 Deputy Director of Manpower & Organization, AFOMO, Hq. U.S. Air Force, Wash., D.C.
18. July 1953 - June 1956 Director of Manpower & Organization, Hq. U.S. Air Force, Wash., D.C.
19. July 1956 - July 1959 Vice Commander, Hq. 5th AF, Japan, Far East Air Forces.
20. Aug 1959 - July 1961 Commander, Hq. Ogden Air Materiel Area, Hill AFB, Utah.
21. Aug 1961 - July 1965 Vice Commander, Hq. AF Logistics Comd, Wright-Patterson AFB, Ohio.
22. Aug 1965 - Present Commander, Air Force Logistics Command, Wright-Patterson AFB, Ohio.

D. Decorations and Service Awards

Legion of Merit	Asiatic Pacific Campaign Medal
Distinguished Flying Cross	World War II Victory Medal (Japan)
Air Medal	National Defense Service Medal
Air Force Commendation Medal	Air Force Longevity Service Award
Distinguished Unit Citation	w/1 silver and 2 bronze oak leaf
American Defense Service Medal	clusters
American Campaign Medal	Most Excellent Order of the British
	Empire

E. Effective Dates of Promotion

<u>Rank</u>	<u>Temporary</u>	<u>Permanent</u>
2nd Lt	10 June 1932	10 June 1932
1st Lt	23 Apr 1935	3 Sept 1935
Capt	2 Oct 1940	10 June 1942
Maj	22 July 1941	
Lt Col	23 Jan 1942	
Col	8 Dec 1942	2 Apr 1948
Brig Gen	8 Mar 1952	7 Apr 1954
Maj Gen	15 Dec 1953	20 Nov 1958
Lt Gen	1 Aug 1961	
Gen	1 Aug 1965	

E N D



Gen Kenneth B. Hobson

01176602



Gen Kenneth B. Hobson

Kennett B
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A. Personal Data

1. Born - Sept 1, 1912, Knoxville, Tenn.; father - Frank P. Holloway; mother - Elizabeth K. Holloway.
2. Married - Oct 14, 1944; wife - Frances Purdy; children - Candace, Taylor and Amy.
3. Hometown - 1907 Cherokee Blvd., Knoxville, Tenn.

B. Education

1. Graduate Knoxville High School, Knoxville, Tenn., 1929.
2. Attended University of Tennessee, two years of engineering.
3. Graduate U.S. Military Academy, 1937.
4. Graduate Basic and Advanced Pilot Training, Randolph and Kelly Fields, Tex., 1939.
5. Postgraduate training, aeronautical engineering, California Institute of Technology, 1941.
6. Graduate Air Command and Staff School, Maxwell AFB, Ala., (first class to graduate), 1947.
7. Graduate National War College, Ft. McNair, Wash., D.C., 1951.

C. Service

1. 1933 - 1937 Cadet, U.S. Military Academy.
2. 1937 - 1939 Flying Schools, Randolph and Kelly Fields, Tex.
3. 1939 - 1940 Flight Leader, 6th Pursuit Sq., Hawaii.
4. 1940 - 1941 A-4 and Group Inspector, 18th Pursuit Group, Hawaii.
5. Jan 1941 - May 1941 Adjutant, 63rd Transport Gp., Duncan Field, Tex.
6. May 1941 - Sept 1941 Field Service Div., Wright Field, Ohio.
7. Sept 1941 - Dec 1941 Student, California Institute of Technology, Pasadena, Calif.
8. Jan 1942 - Mar 1942 Executive Officer, 14th Pursuit Gp., March and Hamilton Fields, Calif.
9. Apr 1942 - May 1942 Asst. S-3, 4th Interceptor Command, Riverside, Calif.
10. June 1942 - Nov 1943 Commander, 76th Fighter Sq., later Commander, 23rd Fighter Group, Kunming, China.
11. Nov 1943 - Dec 1943 Staff Officer, Office of the Chief of Staff, Hq. AAF, Wash., D.C.
12. Jan 1944 - June 1944 Chief, Fighter Sec., Fighter and Air Defense Branch, Requirement Div., Orlando, Fla.
13. July 1944 - Dec 1945 Chief, Fighter Sec., Fighter and Air Defense Branch, Office of Commitments and Requirements, Hq. AAF, Wash., D.C.
14. Jan 1946 - Aug 1946 Commander, 412th Fighter Group, later 1st Fighter Group, March Field, Calif.

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M O R E

15. Sept 1946 - June 1947 Student, Regular Course, Air Command & Staff School, Maxwell Field, Ala.
16. July 1947 - Nov 1948 Director, Air Defense, ADC, 1000th AAF Base Unit, Mitchel Field, N.Y.
17. Dec 1948 - Aug 1949 Director of Operations, A-3, Mitchel AFB, N.Y.
18. Aug 1949 - Aug 1950 Deputy Commander, Eastern Air Defense Force, later Chief, Plans Div., CONAC, Mitchel AFB, N.Y.
19. Aug 1950 - June 1951 Student, Regular Course, National War College, Wash., D.C.
20. July 1951 - Aug 1953 Chief, Air Defense Div., DCS/D, Hq. U.S. Air Force, Wash., D.C.
21. Aug 1953 - June 1955 Deputy Director of Requirements, DCS/D, Hq. U.S. Air Force, Wash., D.C.
22. July 1955 - Aug 1957 Deputy Commander, 9th AF, Shaw AFB, S.C.
23. Sept 1957 - July 1959 Deputy Commander, 12th AF, Waco, Tex.
24. July 1959 - Oct 1961 Director of Operational Requirements, DCS/Operations, Hq. U.S. Air Force, Wash., D.C.
25. Oct 1961 - July 1965 Deputy Commander and Chief of Staff, U.S. Strike Command, later Deputy Commander-in-Chief, U.S. Strike Command, MacDill AFB, Fla.
26. July 1965 - Aug 1966 Commander-in-Chief, USAFE & Commander, 4th Allied Tactical Air Force, Germany.
27. Aug 1966 - Present Vice Chief of Staff, U.S. Air Force, Wash., D.C.

D. Decorations and Service Awards

Distinguished Service Medal
 Silver Star
 Legion of Merit w/1 oak leaf cluster
 Distinguished Flying Cross w/1 oak leaf cluster
 Air Medal w/2 oak leaf clusters
 Army Commendation Medal
 American Defense Service Medal
 Asiatic-Pacific Campaign Medal w/2 bronze stars

World War II Victory Medal
 National Defense Service Medal *w/1 BRONZE STAR*
 Air Force Longevity Service Award
 Ribbon w/1 silver & 1 bronze oak leaf cluster
 Order of the Sacred Tripod (China)
 Chinese Air Force Pilot Wings
 The Grand Cross of the Order of Merit of the Federal Republic of Germany w/Star and Sash
 German Air Force Command Pilot Wings
The most Noble Order of the Crown of Thailand, First Class, Knight Grand Cross and Royal Thai Air Force Wings.

E. Effective Dates of Promotions

<u>Rank</u>	<u>Temporary</u>	<u>Permanent</u>
2d Lt		June 12, 1937
1st Lt		June 13, 1940
Capt	Oct 3, 1940	July 22, 1947
Maj	Mar 4, 1942	
Lt Col	Dec 6, 1942	July 2, 1948
Col	May 5, 1943	July 28, 1951
Brig Gen	Oct 9, 1953	Mar 10, 1958
Maj Gen	Aug 5, 1957	May 16, 1960
Lt Gen	Oct 6, 1961	
Gen	Aug 1, 1965	



Gen. Bruce K. Holloway

General
Holloway
SAC

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Biography

United States Air Force

OFFICE OF PUBLIC AFFAIRS, SACRAMENTO AIR LOGISTICS CENTER
McCLELLAN AFB, CA 95852 843-8127/6128

BRIGADIER GENERAL JAMES W. HOPP

Brigadier General James W. Hopp is the Vice Commander, Sacramento Air Logistics Center, McClellan Air Force Base, California. He assumed this position in September 1985.

General Hopp was born November 11, 1941, in Dallas, Texas. He received his Bachelor of Arts degree in Business Administration from St. Mary of the Plains College, Dodge City, Kansas, in 1963, and both a master of science degree in systems management and master of business administration degree from the University of Southern California in 1970.

The ALC commander entered active duty in February 1963 through Officer Training School, Lackland AFB, Texas. This followed three years of enlisted service in the U. S. Navy Reserve. His first Air Force assignment, from 1963 to 1966, was as supply officer in the 775th Radar Squadron, Cambria AFS, California. This was followed by supply assignments at Thule AB, Greenland, and Hamilton AFB, Calif.

From 1970 to 1973 General Hopp served as chief, Supply Plans Branch, Headquarters Pacific Air Force, Hickam AFB, Hawaii, and after Air Command and Staff College, he was assigned to the 56th Supply Squadron, Nakhom Phanom RTAFB, Thailand. In 1975 he went to Wright-Patterson AFB, Ohio, serving as chief, Bomber and Cargo Aircraft Branch, Office of Deputy Chief of Staff for Logistics Operations, Headquarters Air Force Logistics Command. In May 1976 he was appointed executive to the AFLC commander, holding that position until July 1978.

After graduation from the National War College, he became chief, International Logistics Branch, Joint Chiefs of Staff, the Pentagon, and in 1981 was transferred to the Defense Fuel Supply Center, Cameron Station, Va., where he was deputy base commander.

General Hopp returned to Headquarters AFLC in August 1983 as director of commander initiatives, Office of the Deputy Chief of Staff, Plans and Programs. He then became in June 1984 assistant deputy chief of staff for plans and programs at AFLC. This is the position he held prior to coming to McClellan AFB.

Current as of September 1985

(over)
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Among service schools he has attended are the Air Command and Staff College, Maxwell AFB, Ala. in 1974; and the National War College, Ft. McNair, Washington, D. C., 1979. He attended the Harvard University Senior Defense Managers Program in 1984.

His decorations include the Defense Superior Service Medal with one Oak Leaf Cluster, the Air Force Meritorious Service Medal with two Oak Leaf Clusters, and the Air Force Commendation Medal with one Oak Leaf Cluster.

General Hopp is is married to the former Mary A. Cordes of Roggen, Colo., and they have four children.



Brig Gen
James W
Hopp

Vice Comdr
85-86

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STATEMENT OF MILITARY SERVICE OF

CLINTON WILBUR HOWARD (03793)

Born 27 November 1890 at Brookton, Massachusetts

Cadet, United States Military Academy	12 Jun 11
Second Lieutenant, FA, RA	12 Jun 15
First Lieutenant, FA	1 Jul 16
Captain, FA	15 May 17
Major (temporary) FA	1 Jul 18
Captain (Reverted to permanent rank & transferred)	1 Jul 20
Major (permanent) Service)	1 Jul 20
Major, RA, Air Service	28 Feb 24
Lieutenant Colonel	1 May 36
Colonel (temporary)	1 Mar 40
Colonel, AUS (permanent 1 Aug 43)	26 Jun 41
Brigadier General (temporary)	1 Dec 42

RETURN TO AIR FORCE Historical Research Agency Maxwell AFB, AL 36112-6424	
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SCHOOLS ATTENDED

Signal Corps Aviation School, San Diego, California	Aug 17
Air Service Engineering School, McCook Field, Dayton, Ohio	Sep 21
Massachusetts Institute of Technology, Cambridge, Massachusetts	Jul 23
Army Industrial College, Washington, D. C.	Jun 36
Army War College, Washington, D. C.	Jun 37
Air Corps Tactical School, Maxwell Field, Alabama	Jan 39

RATED

Command Pilot; Combat Observer; Technical Observer

SERVICE

Clinton Wilbur Howard graduated from the United States Military Academy at West Point, New York, and was commissioned a Second Lieutenant of the Field Artillery, Regular Army, on 12 June 1915. His first commissioned service was with the 4th Field Artillery at Fort Sam Houston, Texas, where he was stationed until November 1915, when he was transferred to Fort Bliss, Texas, with this regiment. During this period he served in the Mexican Punitive Expedition for three months. In July 1916 he was on detached duty to attend the Signal Corps Aviation School, San Diego, California. He earned his wings there in August 1917, and was then assigned to Fort Sill, Oklahoma. In April 1918 he proceeded to Langley Field, Virginia, as Commandant of the School for Aerial Observers. In February 1919 he became Commanding Officer of Rockwell Field, California.

His next assignment was that of Commanding Officer at Payne Field, West Point, Mississippi, in April 1919, where he served until January 1920. He was then ordered to Post Field, Fort Sill, Oklahoma, to command the Observers School. In July 1920 he transferred from the Field Artillery to Air Service and became Commanding Officer at Pope Field, Camp Bragg, North Carolina. In November 1920 he enrolled in the Air Service Engineering School, McCook Field, Dayton, Ohio, and in September 1921 went to Cambridge, Massachusetts, to attend the Massachusetts Institute of Technology. He returned to McCook Field in July 1923 for duty with the Engineering Division. In September 1925 he proceeded to Camp Nichols, Rizal, Philippine Islands, and became Commanding Officer of that post in December 1925.

Returning to the United States in December 1927, he served as Chief of the Airplane Branch, Engineering Section Air Corps Materiel Division, at Wright Field, Dayton, Ohio. In September 1928 he became Chief of the Experimental Engineering Section at that post. In February 1934 he was assigned to Washington, D. C., as Assistant Chief, Training and Operations Division in the Office of the Chief of Air Corps, where he served until August 1935 when he enrolled in the Army Industrial College, Washington, D. C. Graduating from this course in June 1936, he entered the Army War College, Washington, D. C., in August 1936 and completed the course the following June.

In July 1937 he was assigned to the General Headquarters, Air Forces, Langley Field, Virginia, for staff duties. In January 1939 he enrolled in the Special Naval Operations Course in the Air Corps Tactical School, Maxwell Field, Alabama. Upon its completion, he returned to Langley Field, Virginia. His next assignment was to the Office of the Assistant Chief of Staff, Washington, D. C., for General Staff duty in the Operations and Training Division, War Department General Staff, in September 1939. He became Commanding Officer of the Charlotte Army Air Base, Charlotte, North Carolina, in March 1931. In October 1931 he became Commanding Officer of Morris Field, North Carolina, and was later named Acting Chief of Staff, 3d Air Force at Tampa, Florida. In June 1942 he became Commanding General of Army Air Forces Technical Training Command, Knollwood Field, North Carolina, and in June 1943 Commanding General of the Sacramento Air Service Command, McClellan Field, California.

General Howard retired 31 August 1946 by reason of physical disability. He died on 22 September 1949 at Mercy Hospital, Sacramento, California. He is survived by his wife, Mrs. Helen H. Howard, whose latest address of record is shown as, 3360 "H" Street, Sacramento, California.

DECORATIONS AND AWARDS

American Defense Service Medal with Foreign Service Clasp
American Campaign Medal
World War II Victory Medal
Asiatic-Pacific Campaign Medal
Aviation Badge "Command Pilot"

Howard file

Charles J. Lilley in The Sacramento Union, 4 January 1946:

Brig. Gen. Clinton C. Howard is retiring from the Sacramento Air Technical Service Command at McClellan Field and, reportedly, also from the army. His going marks the close of the war operations at Sacramento's largest military installation. It terminates an administration which brought both praise and criticism from the many thousands who were employed at McClellan and other army depots under the general's jurisdiction. Getting the job done was Howard's chief aim. He was a demanding taskmaster. His more drastic orders may not have endeared him to the laggards but they got the necessary results. He stepped up the operations throughout the command area, more than met all the requirements of the army air forces during the peak of the victor's fighting in the Pacific.

Howard entered into the civic and social life of Sacramento. He was instrumental in getting public improvements pushed in the north area that might otherwise have had to await the war's termination for completion. Howard was alternately cussed and praised at McClellan. It is up to the War Department to pass judgment on his command and his work there, although it is obvious he would not have been kept there so long had he not been performing his

To Keep 'EM Flying - Miami - Sunday April 11, 1943

GEN. HOWARD, TTC CHIEF-OF-STAFF SPEAKS TO OCS GRADUATES FRIDAY

Brig. Gen. Clinton W. Howard, chief-of-staff of the Army Air Forces Technical Training Command headquarters at Knollwood Field, N. C., will be the principal speaker at graduation exercises for Class 43-C, Officer Candidate School, at the Bayshore golf course, Friday at 9 a.m.

Born in Brockton, Mass., Gen. Howard came to Knollwood Field as a colonel in July, 1942, and was promoted to brigadier general December 1.

A graduate of the U. S. Military Academy in 1915, General Howard has since punctuated an active Army career with frequent scholastic achievements, completing courses at the Army Engineering school, Massachusetts Institute of Technology, Army Industrial college and Army War college. He holds the degree of Doctor of Aeronautical Engineering from M.I.T., from which he was graduated with the degree of Doctor of Science in 1923.

FOREIGN SERVICE

He has seen foreign service in France, Germany, Czechoslovakia, Italy, Philippines, the Orient and Mexico. Following his service with the field artillery in the Mexican campaign against Villa he served successively as commanding officer of Langley Field, Va., Experimental Station during World War I; Payne Field, West Point, Miss., and Post Field, Fort Sill, Okla. In July, 1920, he was transferred to Pope Field, Camp Bragg, N. C., and in October he entered the Air Service Engineering school, Dayton, Ohio. Leaving Dayton in September, 1921, he continued his studies at M.I.T. until June, 1923

Immediately after graduation he was made assistant to the Chief of Engineering, Air Service, Engineering Department, Washington, D. C., and became Chief Engineer in July, 1924. He left Washington in July, 1925 to assume command of the 4th Composite Group, Camp Nicholas, P.I., where he served until December, 1937.

Thus, when he was appointed Chief of the Airplane branch, Wright Field, Dayton, in February, 1928, he brought with him a solid background of engineering education and army experience which led, ultimately, to his appointment as Chief of the Engineering section at Wright Field, September 1, 1928. In this capacity he served long and capably and soon became an outstanding figure in aeronautical development in the United States.

AIDED RESEARCH.

His Wright Field service was marked by his sponsorship of the low wing metal monoplane and its contingent development, three retractable landing gear. Under General Howard's engineering leadership a long list of advances in military aviation was accomplished, including a complete revision of armament, radio and accessory installations. His able direction was recognized in the fall of 1934 when he was made assistant to the Chief of the Air Corps, Washington, D. C.

This tour of duty ended when he entered the Army Industrial college in 1935. He continued his studies in 1936 and 1937 at the Army War college. Returning to the field in July, 1927, General Howard served as inspector and later as assistant Chief of Staff, General Headquarters Air Force, Langley Field, until September, 1939, when he commenced a period of service with the General Staff in Washington which carried through until March, 1941, when he assumed command of Morris Field, Charlotte, N. C.

Charlotte News

COL. HOWARD CREDITED FOR HUGE
NEW BOMBER
Giant Airplane Is Officer's Brainchild

by

J. A. DALY

Charlotte News Staff Writer.

The thrilling romance in applied science that is presented vividly in the sleek massiveness and four-motored power of the U.S. Army's B-19 long-range bomber - greatest land plane in the world - now can be revealed for the first time with official sanction as the brainchild of Colonel C. W. Howard, Air Corps, commander, Charlotte Army Air Base.

The distinguishing accomplishment by Colonel Howard was praised here by Lieut. Gen. Hugh A. Drum, commander, First U. S. Army.

Thus the "cat was let out of the bag" in the remarks by this also distinguished leader for progress in the nation's expanding, mechanized, armored and motorized field forces. Gen. Drum had long known the whole story of the B-19. He was the prime influence in the War Department that brought about the War Council's decision to enter into this greatest single experimentation in American military aviation up to that time.

MODEST

Colonel Howard never had mentioned his work with the blueprints of the B-19 in the course of any one of the hundreds of conversations he has had with this writer. Not even when this gigantic flying fortress took to the air several weeks ago on the American West Coast did the Charlotte base commander say more about it than to reveal a then unexplained keen interest in its success.

Available information indicates that this B-19 is the result of one of the greatest "selling jobs" in the history of the Air Corps - an accomplishment which tested both the engineering genius and persistent persuasiveness of Colonel Howard. When completed the B-19 represented an investment of about \$3,000,000 by the War Department, which now has in reality an airplane that once was regarded by some conservation elements of the aviation industry as the beautiful dream of an enthusiast.

FULL STORY

After Gen Drum told his part - a vital part - in establishing the chain of events that combined to create the B-19, this writer began "digging" for the whole story, and here are the "high spots" as assembled from various authoritative sources:

Colonel Clinton W. Howard, a pioneer in American post-World War military aviation engineering, impressed his superior officers with his innate engineering abilities. So he was sent to the most advanced military and civilian schools of engineering. In the course of time, Colonel Howard received the degree of Master of Science at Massachusetts Institute of Technology, and later that same outstanding technical institution conferred upon him the degree of Doctor of Science in 1923. Colonel Howard, of course, had directed his studies particularly to aeronautics and aerodynamics, but he also devoted much study to motor engineering and metalurgy.

Ideas of massive air developed in Colonel Howard's brain in those days of intense study, some of it boldly exploratory in the then expanding fields of scientific effort.

Then it came to pass that Colonel Howard was assigned by the Air Corps to the high responsibility of chief engineer of the Materiel Division, with headquarters at Dayton, Ohio, where the Corps now has its unsurpassed technical establishment of Wright Field.

ONE OF THREE

In passing, it might be pointed out that, so far as can be learned, The Air Corps has had in its rosters only three men distinguished by possession of the Degree of Doctor of Science - Colonel Leslie MacDill, outstanding for precision work with mechanical details so important in aviation; the colorful "Jimmy" Doolittle, barnstormer, fighter pilot and scientist, now an engineering executive at General Motors' Allison in-line aircraft motor factory; and Colonel Howard.

(MacDill Field,, at Tampa, headquarters of the Third Air Force, was named for Colonel Mac Dill, killed at Bolling Field, near Washington, when testing a new model plane.)

Colonel Howard started studies of engineering and other problems for advancement of military aviation immediately after taking over the engineer's duties in 1920. He worked with airplanes as they slowly were evolved from the World War I contraptions of sticks and baling wire. He knew full well the severe limitations of the now almost forgotten "DH" ships of the early 1920's. He worried with the problems of changing construction from canvas and varnish and wooden planes to metal. In time alloys of aluminum and other accomplishments of the metallurgists came along to assist aircraft development.

OTHER PROBLEMS

Many also were the problems related to landing gear, wing construction and placement, super-chargers, power output of internal combustion motors, maneuverability - even such an apparently simple matter as brakes for landing wheels - that dropped from time to time in Colonel Howard's lap for solution.

There was the time when he argued for low-wing construction of monoplanes. It is a matter of record that technical bodies in the United States decried this

advocated innovation in design. Even foreign technicians gave the revolutionary idea a thought or two and dismissed it as impractical. Finally the experts seemed to settle on the opposing argument that suicidal tail flutter and other deplorable aerodynamic reactions would result in low-wing monoplane designs of aircraft.

Overcoming all of these oppositions as they were encountered was hardening experience that created confidence in the mind of Colonel Howard that there hardly could be any limit to progress in this construction, involving, as it does, so many branches of science. Men then in civilian life, who were aviation enthusiasts and followed this development can recall vividly now the vast bulk of writing that was done in the late 1920's and early 1930's about radical design in aircraft. The industry was beginning to bloom. Municipalities began to build airports. The great and the near-great among the aviators did nobly in notable flights and at "air shows" to attract public attention to man's increasing ability to fly.

Laying down the blueprints for the B-19 was the last big task accomplished by Colonel Howard before he left the Materiel Division in 1934, after having served in it, except for times out at advanced schools, since 1920.

LONG DELAY

The B-19 plans gathered dust despite Colonel Howard's attempts to influence the War Department to authorize its construction. The problems were multitudinous, not the least among them were: (1) urgent need of War Department funds for other purposes; (2) need for more powerful airplane motors. Directors of War Department policy pigeonholed the B-19 plans until 1937. Then, having been sold on the design by Col Howard, General Drum gave this construction program his strong support and through exercise of his authority over War Department allocations he set aside \$1,250,000 to start work on the B-19.

General Drum then went to Hawaii to plan the defenses of that outpost. Air Corps chieftains and engineers were lukewarm toward the B-19 plans - this project lacking a champion until General Frank M. Andrews, then Chief of the Air Corps, entered the lists in behalf of the big ship and fought consistently and finally carried the project far enough forward to assure continued construction until completion.

The physical work on this great plane was started late in 1937. It was completed in the summer of 1941. Its flying tests were successful a few weeks later.

The B-19 now is the Army Air Corps' pride and a man-made wonder of the world. Its four motors are of 2,000 horsepower each and 11,000 gallons of gas in its tanks give it a range of 7,500 miles. It weighs 82 tons, has an operating crew of 11 men and could carry 125 persons as a transport.

PERSONAL RECORD
of

21 Jan 1943

GENERAL CLINTON W. HOWARD

Serial #03793

Born: November 27, 1890
Campello, Mass.

Father: Ernest Clinton Howard
Born 1-6-1857
Brockton, Mass.

Mother: Ida Palmer Legge Howard
Born Apr. 26, 1866
Vineyard Haven, Mass.

Director of research, experimentation and development of aeronautical equipment for the Air Corps.

C. W. HOWARD, Major, Fellowship member of the American Assn for the Advancement of Science, at Smithsonian Institution Bldg., Washington, D. D.

Accepted Nomination 10-7-33

GENERAL HOWARD'S EDUCATION

Clark College

West Point Military Academy

Army Engineering School

Mass. Inst. Tech. Sc.D. Aeronautical Engineering - 1923

Army Industrial College 1935-36

Army War College 1936-37

Member: N.A.C.A. 24-25--28-34 A.A. Soc. Test Mat; Soc Automotive Eng; Inst. Aeronaut. Sci. Aircraft and Engine Development, Kappa Phi

GENERAL HOWARD'S WAR SERVICE

Field Artillery -- Mexican Campaign (Villa) - Combat

Air Corps -- World War 1 -- C.O. Langley Field, Va.
Experimental Sta. U.S. Army.

SERVICE OR RESIDENCE OUTSIDE CONTINENTAL U.S.

France, Germany, Czechoslovakia, Italy and Phillipines
2 Years.

SPECIAL SERVICE SCHOOLS

Army Engineering School Engineering

Army Industrial College 1935-1936

Army War College 1936-1937

Mass. Institute of Technology 1921-1923

Air Corps Tactical Sch.

Aeronautical Course
Naval Course.

RECORD OF SERVICE

Type of Duty	Unit, Organization, or Station	DATE	
		From	To
Commanding Officer	Langley Experimental Station	1917	1918
Major	Field Artillery, Rockwell Field, Calif.	1/24/19	4/23/19
Commanding Officer	Payne Field, West Point, Miss.	4/28/19	1/7/20
Commanding Officer	Post Field, Fort Sill, Okla.	1/8/20	6/28/20
Major	Bope Field, Camp Bragg, N. C.	7/11/20	10/19/20
School	Air Service Engineering School, Dayton, Ohio	10/9/20	9/19/21
Student Officer	Mass. Institute of Technology, Cambridge, Mass. (Grad. with MS Degree and ScD Degree in aeronautics)	9/1921	6/29/23
Asst. to Chief Engr. Air Service, Engr Dept.	Engr. Dept., Washington, D. C.	7/17/23	6/1924
Chief Engineer	Engr. Dept., Washington, D. C.	6/1924	7/1925
Commanding Officer	4th Composite Group, Camp Nichols, P. I.	9/12/25	12/6/27
Chief, Airplane Branch	Airplane Branch, Wright Field, Dayton, Ohio	2/25/28	9/1/28
Chief, Experimental Engineering Section	Experimental Engineering Section, Wright Field, Dayton, Ohio	9/1/28	9/1934
Assistant Executive	Office of Chief of the Air Corps Washington, D. C.	9/1934	1935
	Army Industrial College, Wash.DC	1935	6/1936
	Army War College, Wash. D. C.	6/1936	7/1937
Inspector	GHQ, AF, Langley, Field, Va.	7/1937	8/1938
Ass't Ch. of S., G-4 DOL	GHQ, AF, Langley Field Va. General Staff, Washington, D.C.	8/1938 9/6/39	9/6/39 5/1940
Operations & Tr. G-3	General Staff, Wash. D. C.	5/1940	3/1941
Commanding Officer	Morris Field, Charlotte, N. C.	3/1941	7/1/42
Chief of Staff	Army Air Forces, Technical Training Command, Knollwood Fld, NC	7/1/42	



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RETURN TO
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Brigadier General John D. Howe, USAF

Brig. Gen. John D. Howe grew up, received his education, and launched his military career in Arkansas, his native state. He was born in the town of Fine Bluff on July 24, 1906. After graduating from the Conway High School in 1924, he attended the Arkansas State Teachers College at Conway, Arkansas.

By enlisting as a private in the 153d Infantry, an Arkansas National Guard Unit, on October 1, 1923, he began his military career even before graduating from high school. Marksmanship skill won the recruit rapid promotion so that when he left the Guard in 1926, he held the rank of sergeant. On November 27, 1929, Howe again enlisted in the Arkansas National Guard - this time with the 154th Observation Squadron, part of the Guard's air arm, and was commissioned 2d Lieutenant January 11, 1930.

In August of 1930 he was ordered to active duty, and for the next ten years was on active duty with the 154th Observation Squadron. For several years prior to his going on active duty, he was actively engaged in commercial aviation. He was chief pilot of one of the leading airlines at the time he went on active duty in August 1930.

The National Defense emergency brought Howe into the Federal service as a captain on September 16, 1940. Subsequent assignments took him to Duncan Field, Texas, and then to Wellston Air Depot, Georgia. On January 12, 1942, General Howe's unit, the 4th Air Depot Group, left the states bound for Australia. He served in the Papuan Campaign and was then recalled from foreign duty and assigned to Air Service Command headquarters at Patterson Field near Dayton, Ohio. By this time he had achieved the rank of lieutenant colonel.

General Howe reported for duty at Patterson Field on September 3, 1942, and remained on assignment in the Dayton area until August 27, 1947. A major

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portion of his time during these five years was spent with Maintenance and Inspector General duty. His outstanding work in that field won him the Legion of Merit award and high commendation from his superior officers. He was rated Command Pilot in September 1942, and promoted to full Colonel in August 1943. He received a regular commission in July 1946.

After a year at the Industrial College of the Armed Forces, Washington, D. C., General Howe left for duty with the 5th Air Force in the Far East. This overseas tour lasted from August 1948 to July 1951. During this time he held several positions of responsibility, including 5th Air Force Inspector General. At the outbreak of the Korean conflict, General Howe participated as Vice Commander in setting up 5th Air Force advance headquarters in Korea. For this work he received the first Oak Leaf Cluster to the Legion of Merit award. While assigned as 5th Air Force Director of Operational Engineering, General Howe was responsible for improving and developing communications equipment and procedures for use in directing tactical aircraft operations in close support of front-line troops. This accomplishment won him the Bronze Star Medal.

General Howe returned to the States in August 1951 for assignment at USAF headquarters in Washington. While there he was the Director of Maintenance Engineering. Effective June 15, 1953, he was promoted to the rank of Brigadier General.

General Howe's most recent assignment was that of Deputy Commander, Sacramento Air Materiel Area. He reported for duty at McClellan on September 1, 1954.

In September 1931, General Howe married Kathryn B. Bradford. They were the parents of one son, Jack. Mrs. Howe passed away in November 1954.

General Howe left McClellan on 16 Feb 1957.

*Acting Commander - 1 Jul 56 - 8 Jul 56
Died 21 Jan 77*



Brig Gen John D. Howe

USAF

PHOTOGRAPH

This photograph is released
in full by proper authority.
It should read as follows:
As issued by McClellan Air Force Base.

Howe

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Biography
of
BRIGADIER GENERAL WILLIAM T. HUDNELL
Commander, Air Materiel Force Pacific Area

Brigadier General William T. Hudnell was born in Aurora, North Carolina, 28 November 1908. He attended the University of North Carolina from 1927-28; Bethany College, 1928-29; St. Mary's University, 1931-32; AF Flying School, 1932-33. He was commissioned a Second Lieutenant in the Air Reserve in 1933. He received his regular commission in August 1935. After early service with pursuit and bombing squadrons he was named Assistant Chief of Staff for Materiel, First Fighter Command, in 1942. From July 1943 until August 1945, General Hudnell was stationed in the Southwest Pacific. He served as Deputy Chief of Staff for Materiel, Personnel and Administration for Far East Air Forces, and as Assistant Chief of Staff for Materiel, and Acting Chief of Staff of the Fifth Air Force.

After World War II he commanded the 56th Fighter Wing at Selfridge Air Force Base, Michigan, until the summer of 1949 when he left to attend the Air War College. From 1950 until his assignment to the Air Materiel Force, Pacific Area, he served as Assistant for Logistics Plans in the office of the Deputy Chief of Staff for Materiel, Headquarters U.S. Air Force. Upon General Hudnell's arrival at FEAMCOM Air Base he was assigned as Deputy Commander until the departure of the commander, Major General Paul Ruestow, in December 1955, when he became the Commander of the Air Materiel Force, Pacific Area.

General Hudnell married the former Virginia Keusink in Champaign, Illinois and have two children, Virginia, 17, and William T. Hudnell, Jr., 8.

A Commande Pilot, General Hudnell has been awarded the Legion of Merit, Distinguished Flying Cross and the Air Medal with one Oak Leaf Cluster. During World War II, he flew 35 combat missions in the Southwest Pacific.

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Major General William T. Hudnell assumed command of SAAMA effective 30 August 1960

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KELLY AFB, TEXAS

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